

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4602

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FRIDAY, JULY 22, 1904.

五拜禮

號二廿月七英港香

\$10 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,320,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARIS BANK, LTD.

THE UNION OF LONDON AND
SMITHS BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent
" " " 4
" " " 3
" TARO HODSUMI,
Manager.

Hongkong, 11th March, 1904. [2]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$6,500,000

RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.

E. Goetz, Esq. Hon. R. Shewan.
Hon. W. J. Gresson. N. A. Siebs, Esq.
A. Haupt, Esq. H. W. Slade, Esq.
H. Schubert, Esq. E. S. Wheeler, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTRY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 21st July, 1904. [22]

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXEL
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chan Kit Shan, Esq. J. Focke, Esq.
Cresay Evans, Esq. G. C. Moxon, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 3½ %
Hongkong, 4th February, 1904. [24]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000
HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin Calcutta Hankow
Tientsin Tsin-tau (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account
DEPOSITS received on terms which may be
obtained on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.
Hongkong, 12th April, 1904. [25]

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Mairidzu, Kure, Shimonoseki, Moji, Wakamatsu,
Karatsu, Nagasaki, Kuchinotan, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotaka, Hokoku, Honko, Ichimura, Kaneda, Mameda, Mannoura,
Onours, Otsuji, Sasahara, Teubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong.

780

INTERNATIONAL BANKING
CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS,
GOLD \$7,992,173.47—about £1,640,000.
CAPITAL AND SURPLUS AUTHORIZED
GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

BRANCHES AT
SAN FRANCISCO, WASHINGTON,
MEXICO, MANILA, SHANGHAI, SINGA-
PORE, YOKOHAMA, BOMBAY,
CALCUTTA.

AND AGENTS ALL OVER THE WORLD
LONDON AND CONTINENTAL
BANKERS:
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
CREDIT LYONNAIS, DRESDNER BANK,
COMPTOIR NATIONAL D'ESCOMpte
DE PARIS, &c.

THE CORPORATION transacts every Description
of Banking and Exchange Business,
receives Money in Current Account and issues
Fixed Deposit Receipts either in Gold or
Silver at Rates which may be ascertained
on Application.

HONGKONG BRANCH:
20, DES VIEUX ROAD CENTRAL.
CHARLES R. SCOTT,
Manager.

Hongkong, 14th December, 1903. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL Shanghai Taels
PAID-UP CAPITAL 5,000,000
2,500,000

HEAD OFFICE—SHANGHAI.
Branches and Agencies:
CANTON, PENANG.
CHEFOO, SINGAPORE.
HANKOW, TIENTSIN.
PEKING.

THE BANK purchases and receives for collection
Bills of Exchange drawn on the above
Places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
4 per cent. Fixed Deposits for 3 months.
4½ " " 6 " " 12 "

H. C. MARSHALL,
Acting Manager.

Hongkong, 17th May, 1903. [18]

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £800,000

INTEREST ALLOWED ON CURRENT
ACCOUNT AT THE RATE OF 2 PER CENT. PER
ANNUM ON THE DAILY BALANCES.

ON FIXED DEPOSITS FOR 12 MONTHS, 4 PER CENT.
" " " 6 " " 3½ " " 12 "

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [24]

SEA VIEW BEACH HOUSE,
(6 Miles from KOBE on the Beach of the
Inland Sea).

SHIOYA.

LARGE FRONT ROOMS.

EXCELLENT CUISINE.

EFFICIENT ATTENDANCE.

BAND ON SUNDAYS.

WINES OF THE BEST.

SEA BATHING, TENNIS, BOWLS,

FISHING.

Special Reductions for Families and
Monthly Guests.

July 21st, 1904. [26]

180

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STEAMERS. TO SAIL ON REMARKS.

YOKOHAMA VIA SHANGHAI, { JAYA July 23rd, } Freight and
MOJI and KOBE. { S. Barcham Daylight. } Passage.
(Passing through the Inland Sea).

SHANGHAI, { NUBIA About 28th } Freight and
F. N. Tillard July } Passage.

LONDON, &c. { BALLARAT July 30th, } See Special
C. R. Longden, R.N.R. } Noon Advertisement.

For Further Particulars, apply to

E. A. HEWETT, Superintendent. [4]

Hongkong, 22nd July, 1904.

Intimations.

Millions

of bottles of Bovril are used annually—
used in the sick-room, where Bovril
is the nurse's "second self"—used in the kitchen,
where Bovril is the cook's "right hand"—used on
all occasions where strength and sustenance are
required. Bovril as a food has received the
endorsement of some of the greatest scientists
of the age.



779

TRADE MARK.

TELEPHONE No. 135.

ASK FOR

CLUB WHISKY
AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED.

EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,

12, QUEEN'S ROAD CENTRAL. [41]

Hongkong, 15th April, 1904.

JOHN DEWAR SONS & CO., PERTH

WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.

SOLE AGENTS.

CONNAUGHT HOUSE,

Hongkong, 1st July, 1904.

1778

PO CHEUNG & Co.,

昌 賽

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS,

GENERAL DOMESTIC GOODS, &c., &c.

TELEPHONE 460.

Hongkong, 13th July, 1904. [1833]

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Intimations.

THE CANTON LAND COMPANY, LIMITED.

THE SIXTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in the Company will be held in the Company's Offices, No. 14, Des Vaux Road, Hongkong, TO-MORROW, the 23rd July, 1904, at 11 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 30th June, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to 23rd July, 1904, both days inclusive.

SHEWAN, TOME & Co., General Managers.

Hongkong, 22nd July, 1904. [847]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a premium of 10 per cent or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 49 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$60,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$90,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 22nd June, 1904. [74]

LADY, (Married), requires position as HOUSE-KEEPER, or ASSISTANT HOUSE-KEEPER in Good Hotel in Hongkong, or Manila, or would not object to serve in Bar.

Apply—

"BOX,"

C/o This Paper.

Hongkong, 15th July, 1904. [840]

THE ROBINSON PIANO CO., LTD., INVITE INSPECTION OF SOME

SPECIAL FINE SAMPLES OF UPRIGHT PIANOS RACHALS, STUART, &c., &c., &c., AND BABY-GRANDS, BY WINKELMANN, (Established 1837).

They are only 5 FEET LONG, occupying the space of a Cottage, but with the fine appearance and TONE OF A FULL GRAND.

Hongkong, 13th May, 1904.

Intimations.

"AQUATI" FETE.

THE COMMITTEE OF THE VICTORIA RECREATION CLUB request the pleasure of the Company of the LADIES OF HONGKONG at the Club Enclosure, Austin Road, Kowloon, TO-MORROW, the 23rd instant, at 4 P.M. sharp.

The Secretary's Launch will leave Blake Pier sharp at 3:30 P.M. to convey Spectators and Competitors.

Entrance Fee:—Non-Members 50 cents, HAROLD C. AUSTEN, Hon. Secretary.

Hongkong, 22nd July, 1904. [858]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 66.

{ Additional Light at Whampoa Barrier.

NOTICE is hereby given that on or about the 21st instant a SPAR BEACON surrounded by a Disc and showing at night a RED LIGHT (unclassed) will be placed on the Northern edge of the Channel immediately below the Steamer passage through the Whampoa Barrier.

J. HOWELL MAY, Harbour Master.

Approved, R. DE LUCA, Acting Commissioner of Customs.

Custom House, Canton, 20th July, 1904. [863]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half-year ended 30th June, 1904, of FOUR DOLLARS PER SHARE.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after TUESDAY, the 2nd August.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd to 31st instant, both days inclusive.

JARDINE, MATHESON & Co., General Managers.

Hongkong, 19th July, 1904. [856]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

AN INTERIM DIVIDEND of Six Dollars per Share for six months ending June 30th, 1904, will be payable on the 27th instant, on which date DIVIDEND WARRANTS may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th instant, (both days inclusive).

By Order of the Board of Directors,

A. SHELTON HOOPER, Secretary.

Hongkong, 12th July, 1904. [830]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar and a Half per Share for six months ending 30th June, 1904, will be payable on the 27th instant, on which date DIVIDEND WARRANTS may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th instant, (both days inclusive).

By Order of the Board of Directors,

A. SHELTON HOOPER, Secretary to the Hongkong Land Investment and Agency Co., Ltd.

General Agents for the West Point Building Co., Ltd.

Hongkong, 12th July, 1904. [831]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service, and until further notice, to BOOK CARGO and ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. CO., BOSTON STEAMSHIP and TOWBOAT CO., OCEAN S. S. CO. and CHINA MUTUAL S. N. CO.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 20th May, 1904. [643]

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point, Tel. 367, Depôt, Ico House Street, Tel. 374.

Dr. V. DANENBERG & F. P. DANENBERG, General Managers.

Hongkong, 20th May, 1904. [643]

DEATH OF A WELL-KNOWN MISSIONARY LADY.

We are asked to insert the following resolution passed by the missionaries of Soochow with respect to the death of Mrs. J. W. Lambuth, a lady well known as a resident of Kobe for several years. Mrs. Lambuth's death took place at the residence of her son-in-law, Dr. W. N. Park, at Soochow, Sunday, June 26th.

Whereas God has taken to Himself our venerable sister and co-labourer Mrs. J. W. Lambuth;

Resolved I.—That we, the missionaries in Soochow, hereby record our gratitude that He spared her to labour in China and Japan nearly fifty years.

Resolved II.—That we thank Him for the life of this mother in Israel; for her patience, gentleness, and love; her thoughtful and ready hospitality, enjoyed by God's messengers to the nations; her wise counsel; her unflinching courage; her constant and unfailing sympathy with every good work; her tireless activity in the home, the church, the school; her unshaken faith in God, which sustained her in severe trials and supported her even to the end of her long and useful life.

Resolved III.—That we rejoice in her influence felt by old and young natives and foreigners. She being dead yet speaketh. Missionaries, native preachers, teachers, and Chinese women now at work in a wide field, are better men and women and have more faith, courage and zeal in their work, by reason of her influence upon their lives.

Resolved IV.—That we extend to her bereaved family and mission our heartfelt sympathy, and pray that the consolations of God and the sure and abundant hope that in Christ may, by the Holy Ghost, sustain them in their bereavement.

Resolved V.—That these resolutions be recorded in the minutes of the Soochow Missionary Association and that copies be sent to each of her children and to representative papers in the East and in the U.S.A.—*Yale Chronicle*.

THE SHANGHAI DOCKS.

AH HING & S. C. FARNHAM, BOYD.

At H.B.M.'s Supreme Court at Shanghai, on the 13th inst., before Sir Hiram S. Wilkinson, Chief Justice, a case was commenced between Ah Hing and S. C. Farnham, Boyd & Co., Ltd.

The plaintiff in his petition stated that he was a boilermaker and contractor. Defendants having contracted with the U.S. admiralty and other authorities representing the government of the Philippines Islands for the construction of certain river gunboats contracted with the plaintiff for the supply of certain labour and work in respect of and relating to the frame work and boilers of seven of the said gunboats for the price of \$12,000. The terms were set forth in two agreements in English, dated 2nd and January 1902.

By reason of defendants' not supplying plaintiff with the plans and materials on which his labour was to be applied, and with uninterrupted use of the plant and machinery necessary for carrying out the work to be done by him, such work, or certain parts thereof, could not be completed on the date named in the agreements. On or about 26th April, 1902, defendants agreed with the plaintiff that if the plaintiff would complete the said seven boilers, by working overtime, at an earlier date than would otherwise have been possible, defendants would pay plaintiff for the said overtime work at the rate of \$400 for each of the said seven steamers, making \$2,800 in all. Defendants further agreed that if plaintiff would finish the frame work of the steamers within eighteen days from the said 26th April, defendants would pay overtime at the rate of \$500 for each of said steamers, namely \$3,500 in all.

Plaintiff by night shifts, extra labour, and the payment of extra wages, in spite of various delays caused by stoppages of machinery and engines of defendants, did complete the seven steamers in the time stipulated.

Plaintiff in addition did certain additional work and alterations not provided for in the contract, both to the frame and boilers, to the value of \$2,830 and bills of cost.

Plaintiff therefore requested for the payment of \$6,300, and \$2,830, but defendants have refused the \$6,300 and only paid \$1,025 on account of the \$2,830. Plaintiff credited defendants with this amount, leaving \$1,805 due.

Plaintiff therefore asked for judgment for \$6,300 and \$1,805 making \$8,105 and interest at 7 per cent. and costs.

The defendants in their answer admitted the agreement of 22nd January, 1902. They denied all the other allegations, and that plaintiff was entitled to the uninterrupted use of the machinery. They admitted that extra work was done by plaintiff for which he accepted \$900 in full satisfaction of his claims, and they prayed that if it was found that any sum was payable to plaintiff they could claim an set-off \$2,250 due to them by plaintiff. Under the two agreements dated 22nd January, 1902, plaintiff agreed to complete the work, he undertook, by a certain date, and if the work was not finished he agreed to pay a penalty of \$15 per day. Plaintiff did not complete the work by the date stipulated and in consequence the sum of \$2,250 was now due to defendants.

Mr. Morgan Phillips appraised for plaintiff and Mr. W. A. C. Platt for defendants.

His Lordship said that before hearing any evidence he would like to have a general idea of the issues upon which the case was to be fought. It might not be desirable to carry it on.

Mr. Phillips said he would endeavour to put before His Lordship what he considered to be the issue, and what, he might also say, Mr. Platt considered to be the issue.

Mr. Platt agreed to this but thought it would be undesirable to make any allegations in so doing.

Mr. Phillips said he would endeavour to put before His Lordship what he considered to be the issue, and what, he might also say, Mr. Platt considered to be the issue.

Mr. Platt agreed to this but thought it would be undesirable to make any allegations in so doing.

Mr. Phillips said he would endeavour to put before His Lordship what he considered to be the issue, and what, he might also say, Mr. Platt considered to be the issue.

Mr. Platt agreed to this but thought it would be undesirable to make any allegations in so doing.

His Lordship asked both parties to bear in mind the possibility of the case being finished in the afternoon. If it was possible to thresh out the whole case during the day he was willing to hear everything. If not it was desirable that as few allegations as possible should be made.

Mr. Phillips said that the real issue was whether the alleged arrangement or agreement of the 26th April was entered into or not, as that agreement, which plaintiff alleged was entered into, provided for payment for overtime.

His Lordship took it that the alleged agreement was a verbal one.

Mr. Phillips said it was. It was denied by defendants. He did not want to be precluded from making certain statements or a complete survey of the case.

His Lordship said the only point he wanted raised was whether it was advisable for him to hear the case at once. It would be a disagreeable task for him to determine whether there had been a verbal agreement if it was sworn to by one party and denied by the other, and he considered it was a case in which he should call in the assistance of a jury. The defendants alleged that plaintiff owed them money. There being that difficulty he thought it was inadvisable to open the case at all. It would therefore be heard as soon as possible after the vacation and taken by a jury.

Mr. Phillips reminded His Lordship that there had already been great delay in this suit. Plaintiff claimed some money and was anxious to get it.

His Lordship said that the Court was not to blame for the delay, but the case must be properly heard.

Mr. Platt also said his clients would like to get the case through quickly. His clients were quite prepared to submit the suit to arbitration if the other side would agree.

Mr. Phillips stated that he could not advise his client to submit to arbitration. He had expressed the view that it ought not to go to arbitration some months ago and his client thought it was a case which ought to be heard.

His Lordship said there was therefore no alternative but to let the case stand adjourned over the vacation.

Mr. Platt presumed that that would not stand in the way of an amicable settlement being arrived at if his learned friend changed his mind.

His Lordship adjourned the hearing until Wednesday, 28th September, and remarked that it would be tried by a jury.

A BEAUTY FARM.

An "amazing marriage" has just taken place near Perm, in North-East Russia, on the estate of a wealthy retired distiller named Reshetnikoff.

The bridegroom, a handsome peasant, named Vasiloff, of splendid physique, and the bride, a lovely girl of 18, were driven to church in M. Reshetnikoff's carriage, and given as dowry a large wooden cottage and a plot of land. Hundreds of persons witnessed the ceremony, and at the wedding breakfast M. Reshetnikoff delivered an eloquent speech, in which he welcomed "the second generation of his nurseries, who are to make of Holy Russia an Earthly Olympus peopled with Apollos and Hebes."

The meaning of these strange proceedings is as follows. At the time of the Russo-Turkish war, M. Reshetnikoff, struck with the inferior, ill-nourished physique of many recruits, set aside annually out of his fortune the sum of 10,000 roubles for the purpose of eliminating the unfit by encouraging marriage only between young people of exceptional beauty, health, and intelligence.

To attain this end, he employed as workers on his estate only the handsomest and healthiest villagers. These he encouraged to enter upon matrimony by free grants of land, payment of all marriage fees, and annuity of 30 roubles a year for every child born.

He succeeded in removing from his estate by rather harsh means all deformed and sickly persons, and attracted handsome girls from all parts of the province by granting them valuable privileges. Those who refused to marry the partners he selected were unmercifully deported.

Intimations.

A. S. WATSON & Co.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED 1841.

CLARETS.

	Per Case	Per Case
ST. ESTEPHE	\$ 8.00	\$ 9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT BRION LARRIVET	20.00	22.00
CHATEAU MOUTON D'ARMAILHACQ	24.00	26.00
CHATEAU PONTET CANET	28.00	—
CHATEAU LA TOUR CARNET	33.00	—
CHATEAU RAUZAN	48.00	—
CHATEAU LAFITE	54.00	—

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

THE CHATEAU BRANDS

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.,
LIMITED.

Hongkong, 20th June, 1904.

[35]

TELEPHONE NO. 356.
CABLE ADDRESS: "ACHEE" HONGKONG
A. B. C. CODE, 4th EDITION

ESTABLISHED 1859.

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Hongkong, 8th January, 1904. [45]

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Telegram Address: "MARINWORK," Telephone—No. 358.

Hongkong, 3rd May, 1904. [58]

NOTICE

All communications intended for publication in The "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies Daily, ten cents; Weekly, twenty-five cents.

BIRTHS.

On the 1st of July, at Tientsin, the wife of H. SCHELL, of a son.

On the 6th of July, at 32, Haskell Road, Shanghai, the wife of F. B. PFEIFFER, of a daughter.

At Shanghai, on Saturday, the 16th of July, Mrs. J. E. Delbouys, of a son.

MARRIAGE.

On the 15th of July, at Amsterdam, Holland, the marriage took place, by proxy, of JAN BRUINS, of Shanghai, and ALIDA Agerberg, of Amsterdam.

DEATHS.

At Hankow, on the 9th of July, WILLIAM NELSON LOVATT, I. M. Customs, aged 65 years.

At No. 118 of 18 Aamamoto-dori, 3-chome, Kobe, on the 11th instant, at 9 p.m., MARIA, the beloved and only daughter of J. M. XAVIER, aged 3 years 11 months. Deeply regretted.

The Hongkong and Whampoa Dock Company, Ltd., have on their slips a new boat for the Star Ferry Company for service between Hongkong and Kowloon. This boat, as yet unnamed, is nearly completed and is expected to take the water in about two weeks.

THE S.S. DAGMAR, which has been undergoing repairs at the Hongkong and Whampoa Dock at Kowloon, is now lying at the Company's wharf, where she is receiving her sea dress, preparatory to resuming duty.

The Star Ferry boat, the Polar Star, has been removed to the slips of the Tin Hing Engineering Co., Ltd., at Kowloon, for a periodical overhaul, especially of her engines. She is not expected to resume her run for some months to come.

THE Tin Hing Engineering Company, of Kowloon, has a large amount of work in hand at present, mainly in the line of building launches, lighters, and ship's boats, besides a small steamer being built for river service on account of the Company itself.

AN interesting case arising out of the contract for the Philippine coast-guard boats was commenced at Shanghai on the 13th inst. Ah Hing is the plaintiff and S. C. Farnham Bo d' Co., Ltd., are the defendants. Full particulars of the case are printed on page 3.

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THE shallow-draught steamer Shanghai, which has just been completed for service on the Yangtze River, is now lying at the wharf at Hongkong and Whampoa Dock Company, Ltd., waiting for a date to be set for her trial trip.

THE Cardiff coal imported into Nagasaki from the outbreak of hostilities in February up to the end of last month amounted to 224,215 tons, valued at Y4,455,417, while the Japanese coal exported from Nagasaki to foreign ports in the same period was estimated at 48,127 tons, with a declared value of Y3,64,434.

THE action brought by the owners of the junk Ling Lee-yuen against the China Navigation Company, for damages caused in a collision between the junk and the C. N. S. Ichang has resulted in Sir Hiram S. Wilkinson awarding the plaintiff \$12,000 damages and costs. The expert evidence of Capt. J. P. Roberts was that the only thing of value on the junk was her masts.

OPERATIONS for raising the cruiser Varyag at Chemulpo are reported to be progressing. Her coal has been almost taken out and conveyed to Sasebo. The water in the ship is said to be discoloured that the work of the divers is interfered with, but it is nevertheless considered certain that the vessel will be raised within the time estimated. The transport Seongari will also be raised soon.

H.E. TSEN CH'UN-HSUEN, Viceroy of the Two Kwang provinces, according to a Peking letter, has been handed over to the Board of Civil Appointments for the determination of a severe penalty, owing to his inability to suppress the rebellion in Kwangsi province. This turn in the tide of Viceroy Ts'en's official progress is said to be due to the bitter hostility of the hundreds of Kwangtung and Kwangsi officials who have been cashiered by him—some for very slight causes—and their friends and relations in the Capital.—*N. C. D. News.*

WE learn from a recent Sydney paper that Captain J. J. Simpson has been in Brisbane inspecting the steamer Elamang, on behalf of a Sydney firm, with a view to purchasing the vessel. It is intended, in the event of a purchase being effected, to send the Elamang to Shanghai, where she will probably be broken up, or used in the coastal trade. The Brisbane Marine Board has been communicated with as to what survey is necessary to enable a thirty days' certificate to be issued. If this certificate is granted, it will enable the vessel to leave port after she had been overhauled, and it depends on the decision of the Marine Board whether the purchase will be concluded or not.

It is evident that the Chinese malefactors have their "Mrs. Harris," even as other nations have their "unknown quantity." This fact was very much in evidence in a case before Mr. Gompertz at the Police Court, wherein one Liu Chin, describing himself as a stonemason, was charged with being in possession of a quantity of dynamite, caps and fuses, reasonably suspected of having been stolen, at Cheng Sha Wan, Kowloon, on the 21st inst. When placed before the magistrate and asked to explain his possession of the explosives, Liu coolly stated that they were given to him by a man named Li. But when questioned as to who and what and where "Li" was, the prisoner evinced the most profound ignorance. That being so, Mr. Gompertz found he had no alternative but to convict, and sentenced Liu to pay a fine of \$50 or go to goal for two months.

THE following telegraphic information, dated 16th inst., has been received from the Sumatra Director and Manager of the Maatschappij tot Mijn-Bosch en Landbouwexploite in Langkat, Ltd.:

Daily aggregate output of Crude Petroleum Gallons 68,000

Crude Petroleum in Tanks at date 170,000

Kerosene made since the date of the preceding half-monthly telegram Cases 60,000

Kerosene shipped since the date of the preceding half-monthly telegram 14,000

Kerosene in stock at Refinery at date 84,000

ASSAULT ON A WATCHMAN.

AT THE BOWLING ALLEY.

A somewhat different complexion was given to this case when it was called on this afternoon, after being remanded from yesterday, as reported in these columns last evening.

Mr. Goldring, solicitor, appeared for the defendants, and applied for a separate hearing of the cases, in order that he might call the first defendant in evidence on behalf of the second defendant.

Yung Wan, the punkah-puller, was still in limbo.

The case against Chan Su Yu, the "guest" of the bar-boy, was then proceeded with, when the complainant repeated his story as previously reported, adding that Chan Su Yu prodded him with his umbrella and then dropped that weapon and ran away into the Hongkong Hotel. The complainant found him and had him arrested. The umbrella was produced. The umbrella was thrown away by the defendant as he ran and came, frantic, picked it up. The bar boy struck complainant at the same time that the other man prodded him with the umbrella. He broke the bottle on his head. He did not know where the pieces of that bottle were. The bar-boy then ran away. He did not arrest the bar-boy because he was employed in the same place. Complainant continued that he was always very friendly with the boys in the club; never quarrelled and was never reported by them for misbehaviour. For the defence Mr. Goldring called Yong Ilung Chi who said he was No. 2 boy at the Bowling Club. Witness stated that at about 10 o'clock on the day of the occurrence he heard a great noise and going to see what it was about saw the complainant and the defendant, Chan Su Yu, struggling in a free fight. He called out to them to stop fighting and making a disturbance when another boy standing near, named Nen Wan, threw a porcelain bowl at complainant's head and cut it. Witness picked up the broken pieces of the bowl (produced). Witness saw the blow given by the bowl. He did not see any umbrella used. Complainant, continued the witness, was a very bad man, and always molested the boys and made improper advances to them, and witness had on no occasion reported the defendant for his independent behaviour in the club. At the time of the trouble complainant was not on duty and had no business in the club.

Other evidence was given as to the very bad character of the complainant, while no evidence was led corroborating the latter's statements. Mr. Goldring, for the defence, submitted that there was no case at all against the defendant in either cause. It appeared that the watchman had gone in to the bar when he had no business there and had made himself objectionable as usual, when, getting hurt, he raised this story of assault on an innocent man in the execution of his duty. There was absolutely nothing against the defendant, while on the other hand it had been proved that the relations between the watchman and the boys of the club were not of the pleasantest, through the watchman's own fault. He appealed to His Worship to discharge the defendant which His Worship did at once; remarking that there was no case against him.

The second defendant then being arraigned for trial, Mr. Kemp said that as the evidence was the same in both cases there was nothing to proceed against the defendant further upon, and he was likewise discharged. The umbrella was returned to the bar boy's "guest" at the conclusion of the case.

KIVANGSI REBELLION.

WHOLESALE LOOTING.

(From a Correspondent)

Canton, 21st July.

Very bad news have reached Canton about the situation at Kwangsi. The Viceroy left here on Saturday 11 a.m. for Kwei Lin, under orders from Peking to suppress the rebellion within three months. The rebels have looted the Taotai's yamen at Laochoa-fu, and carried about \$500,000 from the Treasury, besides taking about 6,000 arms and 40,000 cartridges from the "Kwan Hui Kok," the store for arms &c., at Laochoa-fu. From Laochoa-fu the rebels proceeded to Cheong Chow, and looted the city. Before leaving Laochoa city they set fire to the place and very few houses, if any, are left standing. They looted a p. w. n. shop at Laochoa-fu, of over \$300,000, and from other business shops &c., over \$60,000—making a total of about a million dollars besides the Government treasury of 300,000. Over 2,000 men including the mutinied Imperial troops have joined the rebels. Rebels are anxious to see the Viceroy in the field and they have offered a reward of \$1,000 for his capture and say that they will butcher him, if they succeed in capturing him!

NEWS FROM KWEILIN.

The Kwei Lin correspondent of the *N. C. D. News* sends a most interesting letter to that journal dated from the capital on the 2nd inst. He says:—

For the last week all sorts of reports have been going around about the doings of the "rebels" at Liu houfu. What the real truth is I do not venture to say, but simply try to piece together the most credible items into a connected whole. But whatever the actual facts are there must be some substratum of truth in the persistent reports.

There were, it seems, three regiments of troops at Liu houfu, i.e., more than a thousand men. Their loyalty seems to have been suspected, but why I cannot say. Possibly some official deal... Anyway they were ordered to go to Kwangtung for the purpose, it is said, of being quietly got rid of. This they flatly refused to do. Then it was proposed to disband them and send them back defenceless through the rebels' districts, which are certainly dangerous, to Kwei Lin. This they objected to. Lastly, there were two months' pay due to them and here we have, I think, the real key to the situation, looking at it from both sides. The disbanding of troops, when pay is overdue, has

already been done so many times in Kwangsi that doubtless it may have been attempted again. It is from this source that the ranks of the rebels are so continually being replenished.

This was probably imminent, when another event brought matters to a crisis. According to reports, Viceroy Ts'en has made overtures to one of the rebel leaders, offering him and his men free pardons, immediate enlistment in the government troops, good rifles, and fifty cents each. The leader accepted with ninety of his men. As soon as they were disarmed they were all killed, as has been done so many times before, under similar circumstances. Perhaps, however, only an attempt was made to kill them. But the net result was that the three regiments broken loose, killed all the officials, according to some reports, wounded them; according to others, sacked two banks, but left the populace alone. The telegraph operators were first reported killed, but now seem to have been able to escape in a small boat. The soldiers, of course, took all the military stores, amounting to over three thousand rifles, and quantities of ammunition, and also four guns, quickfliers, but I do not know of what size or make.

If the above is fairly true it means a pretty serious state of affairs for Kwangsi.

THE CLIMAX.

This seems to be the climax of the now-long-continued policy of dealing with this rebellion. Levies are raised in other provinces at four taels a man, i.e., \$5.50, and they have to find their own food. Local levies are raised at three taels, and the same conditions. But as the risks are less for Kwangsi men, I suppose it is possible to get them at the cheaper rate. This difference of risk is an interesting point, and hereby hangs a tale. Very few of these regiments or levies, or whatever one likes to call them, come back intact. After some months some remnants return, always with the same tale to tell. "What's the good of fighting when you can never touch your enemy? He puts us at the mountain sides, and we can't see where he is. We attack his village and destroy it, but he has gone. He shouts to us, 'Do you value your life at only three taels? Come and join us!' What can we do? As a matter of fact deserters are numerous, as well as captures. When captured local men can ransom themselves for a small sum, but those from other provinces seem to be invariably killed. Hence the difference of risk.

For months it has been the same tale. Every new supply of government troops has meant more supplies for the rebels, so doubtless by this time if they had leaders, they would be a very serious menace.

The fact of the troops having to find their own food, etc., means that wherever they go the populace suffer as much from them as they might do from the rebels. This and the fact that when they capture a village, they are allowed to plunder it, keep adding fuel to the fire. Under

TELEGRAMS.

(Reuters.)

The Russian Seizures in the Red Sea.

London, 20th July.

The Foreign Office at St. Petersburg states that the *Malaca* will be taken to Sevastopol for trial.

The newspapers continue an indignant outcry and demand immediate action. The Government declares that Great Britain, as Japan's ally, is bound not to permit Russia to increase her resources for injuring Japan by infringing the neutrality of the Dardanelles.

LATER.

Serious Situation.

GREAT BRITAIN PROTESTING.

The *Malaca* has arrived at Port Said; the passengers have been transferred to the *Marmora* outward bound. Pending reference to Cairo the crew has been landed. The Captain has sailed for Brindisi to report the circumstances to the authorities in London. Pending reference to Cairo the authorities at Port Said have refused an application to coal and water the *Malaca* to take her to Cherbourg.

The *Smolensk* and the *St. Petersburg* passed the Canal as well as the Dardanelles under the commercial flag.

Great Britain is strongly protesting to Russia with reference to the *Malaca*, requesting her immediate release; and adding that the most serious situation is involved.

The Finance Bill.

The Finance Bill has passed through Committee after twenty-five hours' sitting.

(V. C. D. News.)

Russia and the Hague Convention.

Tokio, 17th July.

A Dum dum projectile has been found in some baggage captured by the First Army.

Drawing the net round Liaoyang.

Three successful skirmishes slightly to the east of Liaoyang and north of the Liaoyang highroad are reported. The Japanese damage was slight, and some captures were made.

The situation on the Liaoyang highroad is unchanged.

It is reported that our army has proceeded to a point 7½ miles from Liaoyang and cut off General Kuropatkin's retreat.

Firing at Tashichiao.

Chefoo, 17th July.

A traveller from the North states that on Friday last heavy firing was intermittently heard in the direction of Tashichiao.

Closing Round Port Arthur.

Tokio, 18th July.

It is learnt that the Japanese have already occupied Hsiaogangkou on the west side of Port Arthur.

A Russian Attempt to Break Through the Net.

At dawn on the 17th inst., taking advantage of a dense fog, two divisions of Russian troops made a furious counter attack on the Motienling Pass, and the heights to the left and right of it.

The Japanese bravely engaged the enemy and repulsed him everywhere and pursued him nearly to the Liaoyang highroad.

Later.

It is ascertained on good authority that the intention of the counter attack on Motienling was to force back General Kuroki's line with the view of facilitating an attempt to relieve Port Arthur from the Tashichiao direction.

REFORM IN CHINA.

A joint memorial recently sent up to the Throne by Viceroys Yuan, of Tientsin; Chang, of Wuchang, and Tsé, of Canton, on the subject of the necessity of immediate and drastic reforms in the government machinery of the country, and giving the reasons therefor, is said to have greatly touched the Empress Dowager, who readily agreed with the joint memorialists.

According to the usual custom an Imperial Rescript was to be sent to the three Viceroys on the subject and, as usual, her Majesty commanded the Grand Council to draw up the Rescript for her.

The important issues presented by the three Viceroys, however, appeared to be too abstruse for the intellect of the old foggies composing the Grand Council, for they were at a complete loss how to draw up an intelligent Rescript showing that their Majesties understood and concurred with the views of the memorialists.

Finally, after much hesitation, a rough copy of the intended Rescript was drawn up, according to the mutual understandings of the composers, and handed up to the Throne for her Majesty's approval. After, apparently, vainly trying to understand what her Grand Councilors meant, the Empress Dowager gave a contemptuous look at the trembling white-bearded mandarins kneeling below the Imperial dais, and handed the paper to the Emperor with the remark in loud tones: "Here, you know more of this matter than the whole lot put together of these men down there; see what you can make of this literary effusion!" His Majesty read the paper carefully, and then taking up a pen, wrote out another Rescript, more intelligible to his Imperial Aunt and dealing thoroughly and intelligently with the questions propounded by the three principal and most enlightened Viceroys of the Empress Dowager, who at once commanded her seal to be affixed to the document and ordered the Rescript to be immediately telegraphed to the three Viceroys. The Empress Dowager is also reported to have said on that occasion: "If you who compose the highest Council of the Empire display such lamentable (kō-ien) ignorance on these all-important questions of the hour, how are we to make China progress and be the powerful and wealthy Empire she should be?" —V. C. D. News.

THE WAR.

THE P. & A. S. S. "ARABIA."

REPORTED SEIZED BY THE VLADIVOSTOK SQUADRON.

The seizure of the Portland and Asiatic S. S. Co.'s s.s. *Arabia* by the Russian Vladivostok squadron is reported to have taken place in the Pacific yesterday. It is stated that a telegram with this information was received in Hongkong by an agent of a firm of British underwriters here.

We inquired of the local General Agent of the Portland and Asiatic Co. if any news concerning the *Arabia* had reached his office, and were courteously informed that he had also heard of the rumour but had no confirmatory report to give. Nothing had been authoritatively known at his office.

We were told that the *Arabia* is due to arrive at Yokohama to-day or to-morrow.

The *Arabia* is a vessel of 4,483 tons and is commanded by Captain Bahle. She is engaged in the flour trade between Portland (Or.) and this port. She is due to sail from Hongkong on the 13th prox.

RUSSIAN SUGGESTIONS AT PORT ARTHUR.

Shanghai, 16th July.

Major-General Dossin, the Russian Military Agent in China, has communicated the following telegram to the Shanghai Press:—

Mukden, 15th July.

We received information that during the 3rd and 4th July at Port Arthur our troops took excessive action on the right flank of their defence line. Our troops, with the aim of penetrating the enemy's advancing detachment, took possession of the east side of the valley Lungwangtai.

During the 6th July our troops, after a successful engagement took possession of the heights which command the Lung-wang-tai and the highroad. Our loss is insignificant. According to Chinese information during these days the Japanese lost about 2,000 men.

In general from the beginning of the siege of Port Arthur the Japanese have not succeeded in entering the region of the fortresses.

The health and the spirits of our troops are excellent.

(Signed) Major General FLOUG, Quartermaster-general.

SURVIVORS OF THE "SADO-MARU."

On the authority of the *Harbin Daily Register* of the 29th ultimo, it is stated that four railway carriages with the prisoners taken from the *Sado-maru* and *Idzumi-maru* arrived at Harbin on the 26th ultimo. Twenty-three officers (presumably including ship's officers) and four *Enginemen* were brought in a first and second class carriage, while two third-class carriages covered with seamen. The Russian authorities, it is stated, are treating the prisoners kindly, supplying food, tobacco, and soap, and preparing bath for them. They are allowed to take exercise. The names of the prisoners are given, but most of the Japanese names are unintelligible. The foreigners are all of the *Sado-maru*, their names being—Captain Anderson, Mr. Dring, Chief Officer, Mr. Kerr, Chief Engineer, Mr. Carmichael, Second Engineer, Lieutenant-Colonel Sekura and four railway officials named Yano, Kobayashi, Ogi, and Nakamura, appear to be from the *Sado-maru*.

The *Sado-maru*, was docked on the 11th inst. at the Mi-su Bishi Yard, Nagasaki. The steamer has a large hole in her side amidships as the result of the torpedo.

JAPANESE CLOSING-IN MOVEMENT.

DECISIVE BATTLE IMMINENT.

A later dispatch from the Commander of the Second Army Corps in regard to the occupation of Kaiping states that the Russian infantry, cavalry, and artillery, who were occupying positions at Kokisho and Yoreishi, assembled in the vicinity of Taipingchwang on the 10th instant, and then retreated to Tashichiao, a portion occupying Wataishan. The force was a part of the First and Ninth Fusilier Divisions, with about twenty troops of artillery. Strong works of defence were erected, extending from Taiping and Gyushin Hills and from Bobatai to Tsinghsing Hill. A large number of tents are seen in the vicinity of Kwakkaboshi, south of Tashichiao. In the actions fought between the night of the 8th inst. and following day, the Japanese casualties were about 150. The Russian casualties appear to have been about the same.

The march on Kaiping was accomplished, according to a Tokyo message, in three columns. The left wing advanced along the sea coast, the right wing along the road leading from Shihodai and Toshiko to Kaiping, on the right of the railway, and the central column along the railway itself. The columns commenced their march simultaneously at daylight on the 5th instant, and fighting was opened by the advance guard of the left wing at about 9 a.m., when the outposts pressed back the enemy in the vicinity of Shihodai. On the 7th the central column cleared the vicinity of Sakodai, and the wings compelled the enemy to retreat just as they were taking up strategical points to oppose the advance. By noon the whole line from Tospiko to Daobakaisai was occupied by the Japanese, who now threatened Kaiping. The Russian began a general retreat, but nevertheless reinforcements sent by train from Tashichiao were continually arriving. According to the Chinese, the Russian force then facing the Japanese was about 20,000 near Kaiping, and some 10,000 in and about Kaisan, besides which there were smaller bodies in various places. When the reinforcements which had arrived are counted the army in the vicinity of

THE RECENT TYPHOON.

DAMAGE TO SHIPPING.

We take the following report from the *Kobe Chronicle* of the 11th inst.—

After blowing strongly for two days from the east, the wind rose to typhoon force on Saturday evening and for some hours blew "great guns" in Kobe and its neighbourhood. No damage of a serious character was done locally, but the streets were in places strewn with pieces of wood and the branches of trees, while much damage was done to fences.

The weather was very severe along the coast, and several steamers were damaged on Saturday, especially at Yokkaichi, where no less than four were blown from their moorings and went aground. These were the steamers *Loyal*, *Cranley*, *Haldis*, and *Eretria*. Messrs. Dodwell & Co. are the agents for the three latter vessels, while the *Loyal* is chartered by the Osaka Shosen Kaisha. So far as known, the former has sustained damage to her bottom, but the *Cranley* was quickly floated and is safe. The *Haldis*, reported yesterday, is fast in the sand, and it may prove very difficult to float her, but the *Eretria* was successfully floated yesterday morning, and has sustained little damage.

It may be remarked that Yokkaichi is a somewhat awkward place for a steamer to be caught during a typhoon. It is one of the special open ports for the export of rice, wheat, flour, coal, and sulphur, but the bay is extremely shallow and vessels have to lie at a considerable distance from the land, though naturally they get as near as they can in order to allow of the working of cargo. If the wind sets towards the land they are in danger of dragging their anchors and going ashore as in the case of the vessels above-mentioned. Moreover, a very heavy swell comes in from the Pacific, making the port dangerous at certain states of the weather.

A telegram received at the Yokohama office of the Nippon Yusen Kaisha states that the British steamer *Maharajah*, under charter to the N.Y.K., which left Yokohama at 11 a.m. on Friday for Yokkaichi, stranded on a shoal of Katsae, Izu province, an hour later. The passengers and crew were saved. A later telegram states that the steamer will prove a total loss. The cargo carried was small, consisting of about 46 tons of fish manure shipped at Hakodate. There were no mails, but nineteen steerage passengers were taken aboard at Yokohama. The place where the vessel is wrecked is about two miles and a half from Iatori, Izu Province. Messrs. Hitachi and Honda of the head office of the Nippon Yusen Kaisha are at the scene of disaster. The vessel was, we believe, recently sold to a Chinese at Hongkong.

5.—Celebration arches will be erected at three or four places in the city.

6.—Fireworks will be sent up at several places in the city.

7.—Arrangements will be made with each house in the city to display a lantern on the great day.

8.—Arrangements will be made with each Shinto shrine to give a performance of the *Kagura* on that day.

9.—Arrangements will be made with the vessel in the harbour to dress ship.

10.—Congratulatory telegrams will be addressed to the Imperial Headquarters, and to Army and Navy.

11.—The people of each street and various public bodies will hold lantern processions and other performances at their discretion. As it is necessary to notify the celebrations in the city to the public, the programme and the place of performance will be previously communicated to the committee of celebration.

12.—The programme will be advertised in the newspapers.

13.—The cost of the celebration is estimated at Y1,000, each promoter contributing not less than Y1. Subscriptions from the promoters and the public will be accepted.

14.—The surplus of such fund, if any, will form the nucleus of a fund for the celebration of the next victory.

SURVEY STEAMER FOR PHILIPPINES.

BUILDING AT KOWLOON DOCKS.

The Hongkong and Whampoa Dock Company have cause for self-congratulation at the progress made in the geodetic survey steamer which they are building for the Philippine Government, for service in that archipelago. An account of this vessel's dimensions has already been published, and while it is only some six weeks since she was laid down, it is expected that she will be launched, and ready for the boilermakers' and carpenters' hands, within the next two weeks. This boat is being built on the same lines as the *Pathfinder*, which is now engaged in the geodetic survey work in the Philippines, with the exception that she has extra water-tight bulkheads for additional strength and safety. It is anticipated that this vessel will be ready to be handed over well within contract time, notwithstanding the delay in receipt of the material from England—delay, however, to a certain extent counter-balanced by the ability of the Dock Company to forge much of the required material in their own workshops. A name for this new survey boat is now under consideration.

The *Shanghai Mercury* learn that the first instalment of the Shanghai-Nanking Railway loan, amounting to £2,250,000, will be issued in London on the 15th inst. This loan no doubt will be quickly taken up and the work on the new line will probably be commenced in October next, when the season will be suitable, and all details for carrying on the work will be arranged as speedily as possible.

At last this much-talked-of railway has made a start and we have much pleasure in congratulating the Hongkong and Shanghai Banking Corporation and Messrs. Jardine, Matheson & Co. for sticking to their work as they have done and quietly carrying it through, in spite of all that has been said and the opposition they have had to contend with. We can well imagine what that has been when we take into consideration the opposition of Chinese officials, and the amount of foreign intrigue they have had to fight against.

Shanghai advices, of the 16th inst., state—Business done direct—Hongkong and Shanghai Banks at \$675 for October. Farnham Boyd at Tls. 152½/5 for July, Tls. 156½/5 for September and Tls. 158 for December. Langkats at Tls. 300 cash. Indo-Chinas at Tls. 79½ for December. Centrals at \$8 for new shares.

Business reported direct—Langkats at Tls. 312½ for October.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/101
Do demand	1/103½
Do 4 months' sight	1/108
France—Bank T.T.	1/32
America—Bank T.T.	44½
Germany—Bank T.T.	1.88
India T.T.	1.38
Do demand	1.38
Shanghai—Bank T.T.	7½
Japan—Bank T.T.	90½
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	11½

Buying.

1 months' sight L/C.	1/10½
1 months' sight L/C.	1/10½
10 days' sight San Francisco & New York	45½
1 months' sight do	46½
10 days' sight Sydney and Melbourne	1/10½
1 months' sight France	2.36
1 month's sight Germany	1.92
1 month's sight Bar Silver	26½
Bank of England rate	3½

COTTON QUOTATIONS.

To a quotation per lb.	Per chest

<tbl_r cells="2" ix="2" maxcspan="1" maxrspan="1" usedcols="2

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH, AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"AJAX"	26th July.
GLASGOW and LIVERPOOL	"MACHAON"	8th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	12th August.

S.S. "AJAX" left Singapore yesterday, and is due here on the 26th inst.

HOMEBWARDS.

FOR	STEAMERS	TO SAIL
London, AMSTERDAM & ANTWERP	"KEEMUN"	2nd August.
London, AMSTERDAM & ANTWERP	"MOYUNE"	16th August.
*GENOA, MARSEILLES & L'POOL	"SARPEDON"	20th August.
London, AMSTERDAM & ANTWERP	"PELEUS"	20th August.
London, AMSTERDAM & ANTWERP	"GLAUCUS"	15th September.

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, <i>vid</i>	"MACHAON"	11th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 22nd July, 1904

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL
CEBU and ILOILO	"KAITONG" * 25th July.	
SWATOW, WEI-HAI-WEI, CHEFOO, and TIENTSIN	"KANSU" * 26th	
NINGPO and SHANGHAI	"TAIWAN" * 26th	
MANILA	"TAMING" * 27th	
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN" * 30th	

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st July, 1904

[7]

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons.	Captain	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 23rd July, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 30th July, at 10 A.M.
PERLA	1980	A. H. Notley	"	

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 16th July, 1904

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PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship Tons Captain To Sail on
"ARABIA" 4483 Babbie August 13th, 1904.
"ARAGONIA" 5,198 Schuld September 14th, "1904.
"NUMANTIA" 4,370 Wagner October 10th, "1904.
"NICOMEDIA" 4,370 Wagner October 23rd, "1904.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to
(15) ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M., and Sundays about 7.30 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$3; 2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$3 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It runs only 3½ hours to reach Macao.

MING ON & CO.,

2nd Floor, No. 16, Victoria Street,

Hongkong, 5th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. I. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class, \$3.00 for Single Journey, and \$1.50 " Meals, 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LTD.,

No. 216, Wing Lok Street,

WENDT & CO., Canton Agents.

Hongkong, 24th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,

From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents,

Hongkong, 21st July, 1904.

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MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN,"

Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity. The Saloon is under European Supervision.

First Class European \$8.00

Second Class European 3.00

First Class Chinese 1.50

Second Class Chinese 80

Deck 30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,

THE PHARMACY, Queen's Road Central.

Hongkong, 9th June, 1904.

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STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW" 1,209 J. P. MARTIN

"KWONG TUNG" 1,238 H. W. WAI-KER

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4

Meals (Each) 1.

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

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COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TOURANE,"

Captain Girard, will be despatched for the above Ports, on or about TUESDAY, the 25th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent,

Hongkong, 18th July, 1904.

[9]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PUTIALA,"

HONGKONG METEOROLOGICAL SIGNALS.

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—

Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Street.

Blake Pier.

Post Office.

Harbour Office.

Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS and STORM-WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather-forecast, and information regarding the existence and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FOX.

Acting Director.

Hongkong Observatory, 2nd January, 1904.

Shipping.

Arrivals.

Sardinia, Br. s.s., 4,126, C. C. Talbot, 21st July, —Yokohama 23rd June, Gen.—P. & O. S. Co., Siam, Br. s.s., 992, R. A. Binns, 21st July, —Manila 18th July, Oil—Geo. McBain & Co., Ascot, Br. s.s., 2,461, Cox, 21st July, —Moj 14th July, —Kobe 14th July, Gen.—S. & W. Co., Persia, Aust. s.s., 804, P. Craglietto, 21st July, —Kobe 14th July, Gen.—S. & W. Co., Gaea, Nor. s.s., 625, H. Dahl, 21st July, —Saigon 17th July, Rice and Rice-flour, Wing Sing & Co., Coptic, Br. s.s., 2,744, F. H. Armstrong, R.N.R., 22nd July, —San Francisco 22nd June, Honolulu 29th, Yokohama 15th July, Kobe 15th, Nagasaki 16th, and Shanghai 18th, Mails and Gen.—O. & O. S. S. Co., Hainan, Br. s.s., 1,131, T. S. Ronch, 22nd July, —Foochow via Amoy and Swatow 21st July, Gen.—D. L. & Co., Woosung, Br. s.s., 1,109, M. Dowson, 22nd July, —Shanghai 17th July, Gen.—B. & S., Saint Filians, Br. s.s., 2,107, F. W. Dingley, 22nd July, —Amoy 20th July, Gen.—D. L. & Co., Medan, Ger. s.s., 746, O. Stolberg, 22nd July, —from Caroline Island, Copra and Gen.—S. & Co., Meefoo, Ch. s.s., 1,321, J. Whitelow, 22nd July, —Shanghai 16th July, Gen.—C. M. S. N. Co.,

Clearances at the Harbour Office.

Arratoon, for Canton.

Undine, for Shanghai.

Progrès, for Swatow.

Watching, for Swatow.

Woo-sung, for Canton.

Jacob Diederichsen, for Hoihow.

Hathun, for Swatow.

Yingking, for Canton.

Shun Lee, for West River.

Shun, for Shanghai.

Ruiliuwan, for Foochow.

Yungsang, for Manila.

Macquarie, for Snigon.

Pek Kong, for West River.

Huhsia, for Singapore.

Rubi, for Manila.

Kwongtung, for Canton.

July 21.

Hainan, for Swatow.

Ibadan, for Bangkok.

Progress, for Swatow.

Pera, for Manilla.

Hapong, for Singapore.

Watching, for Shanghai.

Yungsang, for Manila.

Sardina, for Colombo.

Arrivals.

Per Sardina, for Hongkong from Shanghai—Messrs. T. R. Jones, W. Munro and yale, H. Thompson, W. Cowan, and Mrs. Frampton. For London from Yokohama—Mrs. Kimmins and infant, Misses St. Aubyn, McPaul, Messrs. E. Dean and G. H. Rolland. From Shanghai—Messrs. E. L. Jones, G. Monte, F. X. Hiscock, Miss M. de Bravais, Mr. Lang Tay, Chum, 1 Sergeant, 1 Seaman, and 1 Stoker.

Per Coptic, from San Francisco—Messrs. W. A.iles, G. M. Beverley, F. B. Bowers, C. B. Butcher, E. A. Colson, Mrs. T. T. Collier, Miss K. Collier, Mr. Austin Craig, Mrs. M. De Vere, Messrs. J. L. Dryden, H. W. Purborow, A. G. Embre, Mr. N. Fauvel, C. H. Fullaway, L. R. Godward, I. Godward, Jr., Wm. M. Gokay, Paul Hagen, Mr. and Mrs. C. E. Harris, Messrs. H. D. Helms, Samuel Hindman, W. J. Ise, Frank Langley, E. M. Ledyard, Miss R. E. Leslie, Mr. Elmer Madson, Mr. and Mrs. Fred Main, Mr. and Mrs. M. E. Lindsay, Messrs. R. M. McCrone, A. McFerrin, Mr. and Mrs. S. G. Moore, Mr. and Mrs. D. O'Brien, Messrs. Abraham Rudy, H. C. Seal, E. M. Scates, Mr. and Mrs. C. S. Shively, Messrs. R. B. Tutto, H. B. Waterman, J. N. Williams and A. E. Yoder. From Yokohama—Lt. G. Lauchheimer, Mr. and Mrs. H. C. Cheek, Mr. K. Minami and Mrs. I. Stanford native infant. From Kobe—Mr. J. Masuda. From Nagasaki—Mr. H. S. Harrison. From Shanghai—Messrs. J. F. Burns, J. M. Cumine, Mr. and Mrs. Max Berol Konrad, Messrs. H. M. Nelson, C. H. Wilson and Cheng Yen San.

Per Roon, for Hongkong from Yokohama—Messrs. J. Regis, C. Thompson, D. Uighamull, Mr. and Mrs. C. H. Choa Leep Chee, child and servant, Dr. and Mrs. Girschner, child and servant, Mrs. J. Silbermann, child and servant, Mrs. E. Robins and Mrs. J. Weinberg. From Kobe—Messrs. A. Berner, J. Hansen, G. Hundermark, P. Kehler, A. Kwang, K. Mashii, M. Lye and C. Wolff. From Nagasaki—Messrs. R. Riddoch, S. Tashiro, Mrs. H. Manabe, and Miss N. Manabe. From Shanghai—Messrs. L. Berthoud and servant, W. Bumfield, R. da Costa, Chan Cheak Nai, A. Drobivich, G. W. Green, S. Hjonsberg, F. Hohke, Ed. Johansen, T. F. Johnson, P. Kohn, W. O. Krugel, L. Lur and servant, J. Meyer, G. W. Morse, Ch. Kotah, Sharpuse, P. da Silva, Jr., Assessor Erwe, Wolf, Mr. and Mrs. H. Cromb and child, Mr. and Mrs. Low Chai Chi and servants, Mr. and Mrs. P. N. da Silva and servant, Mrs. J. Ball, Mrs. Kingsbronn, Mrs. J. Marion, Mrs. M. Legal, and Miss da Silva. From Singapore from Kobe—Mr. H. F. Kirsten. From Nagasaki—Mr. and Mrs. Morita. From Shanghai—Mr. Chan Sia Foo. For Penang from Nagasaki—V. K. Oshiro and Mrs. S. Kawagushi. From Shanghai—Miss F. Keme. For Genoa from Yokohama—Messrs. Hatano, J. Migeaki, and H. Renyes. From Kobe—Messrs. S. Ishiguro, H. Meyer, B. F. Weaver, and Mr. and Mrs. E. Desmazieres. From Nagasaki—Mr. F. Sakuma, H. Müller, J. Petermann, Otto Schwarcz, G. Thiel, Mr. and Mrs. Th. Stern, Mr. and Mrs. A. Wenz, child and servant. For Gibraltar from Shanghai—Dr. J. Sanger. For Southampton from Yokohama—Mr. R. S. Schwabacher, Mr. and Mrs. Kobayashi, and Mr. and Mrs. E. H. Tsuchi. From Shanghai—Mr. and Mrs. Maylor, child and servant. For Hamburg from Yokohama—Comdr. Langfeld, and Consul H. Renyes. From Kobe—Messrs. P. T. Hama and H. Tannies. From Shanghai—Messrs. K. Dobylsky, Th. Markoulloff, Franz Schäfer, O. Wegener, and Mrs. C. Menard and children. Per Perita, from Kobe—Mr. R. Ponsonby, and 3 Sailors.

Per Hailan, from Coast Ports—Messrs. Ruse, Carpenter, Makawa, Jonsbima, Kwal, and 104 Chinese.

Per Medan, from Caroline Island—Mr. and Mrs. Lamert, Misses Jenny O'Keefe, Eugenia O'Keefe, Messrs. Buck, Glovy, Tejada and son, Hartridge, Krause, Yoshida, Mrs. Schmidt, 10 Chinese, and 1 Japanese.

Passengers departed.

Per Siberia, for San Francisco, &c.—Mr. A. M. Thompson, Mrs. M. Marshall, Mrs. C. Baker, Messrs. P. Lourier, Thos. H. Claggett, H. R. Roberts, F. E. Russ, Kempton Himes, J. C. Wilson, P. A. Lovering, A. G. Manly, J. G. Bon, Mrs. J. F. Beaten, L. T. Gibbons, Mrs. L. D. Miner, Mr. and Mrs. Chas. G. Smith, Messrs. Byron Stevens, E. H. Jennings, W. E. Day, E. G. Gray, Mr. and Mrs. A. E. Burk-

holder, Dr. and Mrs. R. L. Bartlett, and Mr. Wong Fook. For Honolulu—Messrs. Chang Chan, Lui Fui for Godfrey Brown, Wong Yuen and Hung Tim. For Shanghai—Messrs. S. Bridge, H. H. Bridge, F. C. Donnison, Leung See Fong, Mrs. A. H. Mancell and family, Mr. E. R. Miller, Mrs. J. A. Tarrant, Mr. and Mrs. C. A. Tomes and family, Messrs. J. J. Connell and V. D. Stender. For Nagasaki—Mr. Y. Tahara. For Yokohama—Messrs. G. L. Grant, Armand Levy, Mrs. Ide, Mrs. T. C. Kinney, Dr. S. D. Bonk, Mrs. L. E. Wright, and Lieut. J. C. Townsend.

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Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"BALLAARAT."

Captain C. R. Longden, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 20th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Egypt*, 7,012 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arabia* due in London on the 12th September.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 21st July, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Hyades*	3,753	Geo. Wright	Ab July 30
Shawmut	9,606	W. M. Smith	Sept. 1
Tremont	9,606	T. W. Garlick	Oct. 1
Shawmut	9,606	W. M. Smith	...
Tremont	9,606	T. W. Garlick	...
Lyra	4,417	G. V. Williams	...

* Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

Shawmut ... 9,606 W. M. Smith ... Ab. Aug. 12
Tremont ... 9,606 T. W. Garlick ... Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL, & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 13th July, 1904.

Intimations:

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1904.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship
"JAVA,"

FROM ANTWERP, LONDON, PORT
SAID, SUZU AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-

From London, &c., ex S.S. *Ocean*.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 27th instant, at 2 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 21st July, 1904.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PREUSSEN,"

of the NORDDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo, will be forwarded unless notice to the contrary be given before 1 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 27th inst., at 9 A.M.

All Claims must reach us before the 1st of August, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,
Agents.

Hongkong, 20th July, 1904.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per St amship

"SIBERIA,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lai 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 24th instant will be subject to rent.

All Claims must be sent in to me on or before the 27th instant or they will not be recognised.

No Fire Insurance has been effected.

E. W. TILDEN,
Agent.

Hongkong, 18th July, 1904.

FROM HAMBURG, BREMEN,
ROTTERDAM, ANTWERP, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"SPEZIA,"

Captain Miltzaff, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE.

Hongkong Office.

Hongkong, 18th July, 1904.

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SHARE QUOTATIONS.

Supplied by MESSRS. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,700	\$125	\$125	\$10,000,000 \$60,000 \$250,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/- = \$21.994 for half-year ending 31.12.1903	6 1/2 %	\$662 1/2 buyers
National Bank of China, Limited	4,153	\$10	\$8	\$175,533 \$19,973	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	London 20/4 \$38 buyers
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$159,143 \$784,415 \$906,872	\$1,959,926	\$32 for 1902	5 1/2 %	\$545 sellers
China Tindars' Insurance Company, Limited	24,000	\$83.33	\$25	\$151,992 \$331,342 \$322,138	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$65 buyers
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 500,000 Tls. 31,850	Tls. 27,1589	Final of £1 making £2 for 1902	...	Tls. 67 1/2 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$186,284	\$12 for 1902	9 1/2 %	\$130
Canton Insurance Office, Limited	10,000	\$250	\$50	\$100,000 \$50,000	\$110,551	\$15 for 1902	7 %	\$208 sales
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$170,288 \$1,000,000	\$371,110	\$22½ for 1902	7 1/2 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$0	\$25,675 \$2,561	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$87 buyers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$633,000 \$149,099	\$41,538	\$1½ for second half-year 1903	10 1/2 %	\$30 sales
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	\$205,000 \$100,000	\$5,853	10/- for 1903	5 %	\$106
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900	...	\$25 1/2
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,415 \$60,000	Nil.	\$3 for year ended 30		